

THE YUKON RAILWAY.

That the means of communication into the Yukon should be improved is acknowledged, on all hands. Also that the work of providing such improved means is a duty of the government of Canada, and that the more promptly the duty is performed the more credit is due to the government which performs it. At the same time the prompt doing of a necessary thing does not, by any means, exhaust the question. It may be done in such a way as to greatly minimize the good result expected, and indeed urgency has frequently been used as an excuse for undesirable action. However urgent the case of the Yukon may be it is not so urgent as to render necessary hasty or ill considered action. If the gold that is believed to be there, is there, it will be there ten years hence as well as now, if not removed. Although the nations of the world are looking to the Yukon for a share of the glittering metal, it is no particular interest of Canada that they should be aided in acquiring it, unless the people of Canada, who own the country and provide the aid, are ensured a fair share of advantage from their getting it. If to day the conditions are not such that Canadians are likely to reap a fair share of advantage from the Yukon mines, and if there is a fair probability that ten years hence they will be, it certainly would be a better business speculation, looked at from a national point of view, to wait even ten years than to rush development which would exhaust the mines without proportionately benefitting the country. Western Canada has had a very pointed experience as to the benefits of a rush bargain in the case of the C. P. R. No man who knows the facts will say but that had a more favorable bargain been made with the C. P. R. in 1880, this country would to-day be much further ahead, although completion of the railway might have been delayed several years thereby. If a rush bargain is a good bargain the rush part of it is an advantage. But if a rush bargain is not a good bargain, that it is rushed not only does not make it better, but opens very much more widely the possibilities for adverse criticism.

The foundation reason advanced for the haste with which the Teslin lake railway bargain was made is that it is necessary for the purpose of enabling Canadian dealers to compete on more favorable terms and at the earliest possible moment with those of the United States for the trade of the Yukon is certainly a most commendable purpose, and ample justification for great haste. It is the business of a government to take all reasonable, possible, and necessary means to foster the trade of the country with any other country, and more particularly with other parts of the same country, by placing its traders in a position of advantage over those of other countries. In so far as the Teslin lake railway will do this the haste with which it is to be constructed is to be unreservedly commended. The question is, how far will its construction attain that object? What advantage does it confer upon the trade of Canada that is not shared equally by the trade of the United States? In the first place, as far as its usefulness to carry the rush of this season—which will unquestionably be the great rush—is concerned it will be of no value as it is not to be completed until the season of travel for this year is practically over. The accommodation for this season is not to be the railroad, for that is impossible, but a sleigh or possibly a wagon road, to be built by the railway contractors under their agreement. If the immense traffic of this season can be accommodated by a wagon road probably the lesser traffic of next year could also be similarly accommodated, or even that of the year after. Given three years to construct the railway instead of one and certainly the cost of construction would be very much lessened. But delay in construction would tend to trench permanently our commercial rivals in the trade of the Yukon, the

saving would not be economy. On the other hand, unless the construction of the railway unquestionably places Canadian trade at an advantage as compared with United States trade, the extra cost of hasty construction can only be considered so much waste.

The straight answer to the question: How will this railway advantage Canadian trade at the expense of that of the United States, is that it will not give it any advantage. Seattle and Tacoma are in just as good a position to compete advantageously with Victoria and Vancouver over the Stickeen route as over the Dyea, the Skagway or the St. Michael's routes. The comparative geographical, commercial and transportation situation is exactly the same. So that an improvement of transportation facilities for Vancouver means an equal improvement for Seattle. There is a hope felt by the wholesalers of the British Columbia coast cities that by the use of the Stickeen route the annoyance caused the United States customs to Canadian trade at Dyea and Skagway can be avoided, under certain treaty rights held by Canada to the free navigation of the Stickeen where it flows through United States territory. As a theory no doubt Canadian trade should have that advantage. But when and where did Canada ever find a treaty right loyally respected by her southern neighbor if the treaty was to the disadvantage of the citizens of that country? The free navigation of the Stickeen where it passes through United States territory can only be depended upon so long as that free navigation does not break the practical monopoly of the Yukon trade now enjoyed by the Puget Sound cities. Should trade begin to turn towards Canada it may be depended upon that some means will be found to hamper Canadian trade turning that way. The United States had no treaty right to seize Canadian sealers in Behring sea. But the vessels were seized and the owners have not yet received their compensation from the United States government. With such a case in mind the loyal interpretation of a treaty by the customs department of the United States is too slender a thread on which to hang hopes of a Canadian trade with the Yukon, and absolutely no other thread is provided by the construction of the proposed railway.

Putting aside the probability of vexatious customs regulations it still does not appear that any substantial advantage will then even accrue to Canadian trade, except such advantage as may be contained in the customs tariff. The railroad will carry freight at equal rates for Victoria and for Seattle. It is reached by navigation, the freedom of which cannot be refused to our neighbors. Our customs tariff is in our favor, but the transportation by which the railway is reached from the respective producing centres is so largely in their favor as to more than counterbalance the duty in many cases. This is particularly true in the case of food supply which necessarily forms the largest proportion of the Yukon trade. The nearest Canadian sources from which flour and bacon or oats for horses can be procured in quantities for export are Edmonton and Regina, 700 and 900 miles, all rail from Vancouver, the travel being across the Rocky Mountains, and therefore the rates high in proportion to distance. The states of Washington, Oregon and California lying entirely west of the mountains and immediately along the Pacific coast produce an export surplus of flour and oats. Having only a very short railroad haul to reach the navigation of the Pacific, which is common to all the coast routes, their advantage in lower freight almost or altogether balances their disadvantage from the Canadian duties. As a matter of fact, geographical considerations make the United States master of the trade of the Yukon by any possible coast route.

But it may be said that freight rates over the railway will be adjusted to discriminate against United States freight. There is nothing in the bargain so far as heard from to indicate that this will be done. The company, if left to themselves, will not make any such distinction as it makes no difference to them who pays the freight, so long as the pay is big enough. Indeed if the United States sends the bulk of the freight, as it necessarily will, having command of

the supply of agricultural products, there is every reason to believe that United States trade will be accorded better rates than Canadian. This is the reasoning which has guided all the other railway corporations in Canada and there is no reason to suppose that Mann & Mackenzie are more patriotic than the rest. Instead of the discriminations against Canadian trade by reason of geographical conditions over this route being provided against by counterbalancing discrimination in the railway rate in favor of Canadian trade, the agreement specially provides against any such discrimination.

That there should be an all-steam route from the coast into the Yukon all will agree; but to maintain that such a route is to the advantage of Canadian trade as compared with trade from the United States is to contradict the established facts of geography, production, transportation and trade. In so far as the expenditure upon and development of this route prejudices the opening of a truly all-Canadian route it is an injury and not a benefit to the country.

The only route whereby Canada can absolutely control the Yukon trade is that by way of the Peace and Liard rivers, from the present terminus of the railway at Edmonton. This route lies entirely within Canadian territory. It starts from a point of production for export and ends at the head of navigation on the main stream of the Yukon. It passes through a region of moderate climate and of agricultural capabilities all the way—a region that is largely gold producing as well. It crosses the navigation of the Athabasca, the Peace and the Liard rivers, and at the Pelly river commands the navigation of the whole water system of the Yukon. It passes through a region of light snow fall, and of good grass. A railway over this route would ensure that Canadian farmers, manufacturers and dealers would supply the trade of the Yukon, without having to share it with our commercial rivals, or as at present be refused a share of it by them. Even without a railway, if there were a good wagon road over this route Canada could hold a great deal of the trade which she is now losing and will continue to lose with the Stickeen railway as well as without it, or indeed because of it. The trade of the Yukon by the Stickeen route depends upon a wagon road this year. The haste with which this is to be constructed is the most commendable feature of the railway bargain. Like action on the Edmonton route would have given immeasurably more aid to Canadian trade and Canadian development. Even without government assistance it is a question if Canadian trade as a whole is not benefitting more by the travel taking the Edmonton route than by that going by the coast. Certainly it is benefitting more proportionately, the proportion being not less than ten to one.

Carts for the Klondyke Trail

To arrive before March
1st, one car of Ox
or Pony Carts.

Now on the way from the factories: Two cars of Drills, Sulky, Gang and Walking Plows, Harrows, Disk Harrows, etc., two cars of Special Teaming and Farm Wagons, one car of Buggies, Buckboards, etc.

Agents for the celebrated McCormick Binders and Mowers, and American and Canadian Threshers and Engines.

THOS. BELLAMY.

Before going to the..

Yukon

You can save Gold by buying your supplies at

Garipey & Chenier

GENERAL...
MERCHANTS

Dealers in Staple Dry Goods,
Boots & Shoes, Groceries,
Flour, Grain, Provisions
Wall Paper, Crockery, Etc.

Hudson's Bay Company

(INCORPORATED 1870)

Are prepared to supply all necessary

Outfits

—AND—

Supplies

for Prospectors en route to

The Canadian Gold Fields.

The Largest Stock in Town

on hand and new goods constantly arriving embracing everything necessary for a Miner's outfit.

Price Lists supplied on application.

WE GUARANTEE

Reliable Goods,
Reasonable Prices,
Courteous
Attention,
Prompt Delivery.

Special attention given to packing for northern transportation, of which we have a large experience.

Our large and ever increasing local trade has also constant attention.

Our stock is complete in all lines.

Seasonable Dress Goods,
Fashionable Furs,
Comfortable Footwear,
Fresh Groceries.

Full value for your money assured at

HUDSON'S BAY
Stores.

..ENGLISH GOODS..

I have pleasure in directing attention to the Enormous Consignment of British Goods just opened at the Manchester House. Having purchased for cash on specially advantageous terms, I have secured some great bargains, in which all purchasers at the Manchester House will participate.

Make a point of securing some of the Lovely Dress Materials so suitable for evening wear, at from 25c. per yard and upwards.

Special attention is directed to some unusual bargains in Ladies' Flannelette Underwear, Hosiery, Scotch Wools and Shawls.

Long Silk Gloves (36 inches) all shades.

Terms Strictly Cash.

Positively no exceptions.

W. JOHNSTONE WALKER,
...THE MANCHESTER HOUSE.

:: GOLD FOUND HERE ::

Do you want to get prices on your outfit?
If so,

J. H. Morris & Co.

..GENERAL MERCHANTS..

Are in a position to save you money.

We buy and sell for cash only. You will make no mistake in giving us your order, because you will get the best goods at the lowest cash price.

We carry a full line of Groceries, Flour, Provisions,
Evaporated and Condensed Goods, Heavy Clothing and Underwear, Moccasins, German Sox,
Larragans, Hip Rubber Boots, Blankets, Etc.

..Special attention paid to Jobbing Orders..

Drop us a line for any information regarding the route, which will be cheerfully given gratis. First big store on the corner next to the hotels. Any person will point out the place.

We are not Commission Agents, but carry the stock.

EDMONTON SADDLERY CO.

HEADQUARTERS FOR TENTS,

Pack Saddles, Cart Harness,

Combined Pack Saddles and
Flat Sleigh Harness,

Waterproof Sheets, Sleeping Bags.

Also Flat Sleighs and Sleighs
of every description.

Bring your horses to us and we will fit you ready
for the road.

W. H. MARTIN, Manager.



Fire Arms for the Klondyke



Winchester and Marlin Rifles in every calibre made. Lee Metford and Savage .303 Rifles. Combined Rifle and Shot Guns. Colt's Frontier Revolver with 7 1/2 inch barrel, using 44 Rifle or Shot Cartridges.

Greener, Scott, Clabrough and other good English Shot Guns. Ammunition of all kinds. Catalogue on application. Mail or wire orders promptly attended to

CHARLES E. TISDALL, Vancouver, B. C.



Time Flies

And I have all the latest
styles of Clocks and
Watches to mark
its flight.

My Stock of Watches, Clocks, Jewelry and Silverware for 1898 is most complete. Microscopes and compasses in great variety, also interchangeable spectacles, guaranteed to suit all eyes.

E. RAYMER.

Skillful repairing of all kinds a specialty.

Two Cottages and Four Main St. Lots ..FOR SALE..

(1) One or both of the cottages opposite the residence of D. W. MacDonald on McDougall Street.
(2) Lots 19 and 20 on Jasper Avenue in River Lot 6, commencing 80ft. west of the Massey-Harris warehouse; will be sold in lots from 25ft up to 200ft as desired by purchaser. For terms apply to

H. C. TAYLOR, Barrister,
OWNER'S AGENT.

HE LIKES IT.

Edmonton, 8th Feb., '98.

A. McNeill, Esq.
Dear Sir: Before leaving Edmonton, in which place I have bought all my horses, sleighs, supplies, &c., I desire to express to the people of the town my appreciation for the way in which I have been treated. The goods I have bought have all been of a quality to give satisfaction and the prices satisfactory, and I would advise all people going by the Edmonton route not to purchase any "outfitting" before arriving at this place.

I might say that I have not spent one dollar outside of Edmonton in outfitting my party, and find that my horses will compare favorably with any purchased elsewhere.

Yours very truly,

JAS. E. SMITH.

Treasurer Good Hope Mining Co.,
Grand Forks, N. D.

BOAT, CART, AND SLEIGH.

An ingenious German named Bruno Fabian, who resides in Edmonton, is the inventor and prospective patentee of an amphibious contrivance combining the useful qualities of a boat, sleigh, and cart. Mr. Fabian was at one time on the staff of the German army and is a mechanical engineer by trade. He has exhibited the BULLETIN sketch of the proposed vehicle. It consists of a long boat which is in reality a boat, by hinges in the centre and made so that each half is complete in itself. One section is fitted with four wheels the other with runners. On snow the section with the wheels can be folded over and laid on the top of the other and on hard ground the proceeding can be reversed and the runner portion turned back on the other section, leaving in each case a space between the boats which can be filled with supplies. The motive power will be horse power. On reaching water the wheels and runners can be removed and fastened to the sides of the boat and for this purpose the runners are made collapsible. If one section should be stove in it can be released in a few moments and the journey continued with the remaining section. The boat is sheathed with galvanized iron and the complete rig is not to weigh more than 500 lbs. When folded double it stands at its highest point about five feet from the ground.

Mr. Fabian is seeking financial assistance in order to float his invention.

ORDINANCE REGARDING ESTRAYS.

The new ordinances regarding stray animals, passed at the last session of the Northwest Legislature, are to hand. The law has been embodied in an ordinance to be called "The Stray Animal Ordinance." The principal provisions of which are as follows:

Any person who has on his premises any stray animal (other than a stallion or bull) the owner of which is known to him, and which animal cannot be driven away, shall at once notify such owner through the mail and the owner shall remove the animal within ten days after being so notified.

Any person who has on his premises any stray animal (other than a stallion or bull) which cannot be driven away and the owner of which is unknown to him, or if the owner has been notified and neglects to remove the same, shall at once notify the department of agriculture, Regina, that such animal is on his premises and such notice shall contain the name and address of the finder and a complete description of the animal. This notice will be published twice in the official Gazette and a copy of the Gazette will be forwarded to every post office and every post of the Northwest Mounted Police in the Territories. The finder may also advertise the stray animal in the nearest local paper, and any expenditure (not exceeding \$1.00) made for such advertising shall be re-imbursed to the finder by the owner, and if the animal is not claimed, then by the justice who sells the animal.

The owner shall be entitled to recover the animal from any person in whose possession it is, upon payment of the amount of expenses incurred from the day which the notice was given to the time of payment. In the event of a dispute as to the amount of the expenses the matter shall be settled summarily and finally by the nearest justice of the peace upon application to him. The justice of the peace shall have a fee of \$1.00 for his services. If the owner refuses to pay the amount so found due, the justice shall cause the animal to be sold by the nearest post office or by a person appointed by such justice and the fees deducted from amount of sale. The balance shall be paid to the owner, and if the owner is not known, then to the minister in charge of the department of agriculture, Regina. Any money paid to the minister will be refunded to the owner in twelve months upon his claim being proven.

If such stray is not claimed within six months after the date of the first publication of the notice, the finder may make application to a justice of the peace prescribed by the ordinance, and such justice may sell the animal and apply the proceeds as provided above.

The fees allowed the finder are: For every head of cattle (by cattle is meant every horse, cow, or heifer, steer or calf) for the care and feed thereof from the 1st of November to the end of April, not exceeding five cents per day; for every head of swine, 10c per day; goat, goose or sheep, five cents per day; cost of advertising, if expense incurred, \$1.00. The fees allowed the justice for preparing and posting notices of sale, \$1.00; preparing application and administering oath, \$1.00. The salesman is allowed 25 per cent. on the amount realized. No costs of keep are allowed against any animal prior to the date of the notice given to the owner or in the official Gazette; or after the last day of April in any year.

A list of penalties is also appended, which provides for a possible fine of \$100 for driving off animals without the owners consent; or for neglecting to inform the owner or advertise the stray, and for many other crimes of omission or commission.

THE ENTIRE ANIMALS ORDINANCE.

No stallion one year old or upwards, and no bull nine months old or upwards shall be permitted to run at large, except within the limits of a pound or herd district. Any person may capture and confine any stallion or bull found running at large and shall promptly thereafter notify the owner thereof and if such owner does not remove the animal within three days and pay the capter thereof \$5.00 for his trouble and 25c per day for the keep of such animal, such owner shall be guilty of an offense and liable on summary conviction before a justice to a fine not exceeding \$20 together with the cost of prosecution and the fee for capture and keep of such animal. If the owner is unknown the capter shall post up at once a notice provided for by the ordinance in three public places in the neighborhood and shall forward a copy of the notice for publication in the official Gazette. The capter is entitled to \$5.00 for his trouble and 25c a day for the keep of such animal. If the animal is not reclaimed within 20

days from the first publication of the notice, it may be sold by process similar to that in cases of ordinary estrays.

All previous ordinances and amendments regarding estrays, are repealed.

To Gold Miners

When outfitting for the Gold Fields and preparing for the long journey before you reach them, you can secure from me your complete outfit of...

Pack Saddles

Packing Straps,
Pistol Holsters,
Knife Sheaths,
Gun Cases,
Cartridge Belts, Etc.

Harness, Saddles, Sweat Pads, Curry Combs and Brushes on hand.

All kinds of leather work made to order at reasonable rates.

B. J. COLLINS.

Carriage AND Repair

SHOP.

QUEEN STREET, EDMONTON.

(In rear Jas. McDonald's shop)

SEE MY...

Klondyke Toboggans and Flat Sleighs

at reasonable prices. Repairs of all kinds on the shortest notice.

Low prices is my motto. Come and see me

JOS. BOUGIE.

ARTHUR COASKE,

(LATE OF CHICAGO)

Tailor and Furrier

Suits to order at reasonable prices.

Furs remodeled and repaired.

YUKON TRADE A SPECIALTY.

Next door east of Telegraph Office.

A Good Opportunity

TO PROCURE

Good Clothing Cheap

Having made arrangements for one of our representatives to go to Montreal for the purpose of buying fresh stock, etc. we are desirous of reducing our present

VERY LARGE STOCK OF CLOTHING and in consequence will offer to the public the

PICK OF 250 SUITS.

Comprising all kinds and qualities of Men's Suits, upon which we will make

LARGE REDUCTIONS.

Give us a trial and you will be fully convinced that we are carrying out what we advertise.

Sigler & Cristall

CHESAPEASE ST.

Next to Macdonald's Drug Store.

WHY take a Policy in the

New York Life

Insurance Company?

BECAUSE you want the very best—the most privileges and the fewest restrictions—and the New York Life's Accumulation Policy furnishes it.

G. M. DYER, Gen'l Agent.

Office over Imperial Bank, Edmonton.

The Edmonton Flour Mills -

The undersigned beg to notify the public that they have leased the above flour mill from D. R. Fraser for the season. The machinery has been recently overhauled and put in first-class shape and they are now prepared to do first-class work.

GRISTING & CHOPPING

Done on short notice.

J. S. McALLUM,

P. BLANCHFORD.

G. W. R. ALMON

Real Estate, Fire and Life Insurance Agent,
Bellefleur Block, Edmonton.

COMPANIES REPRESENTED:
London & Lancashire Fire Insurance Co.
Hartford Fire Insurance Co.
Imperial Life Assurance Co.

BAPIST CHURCH—Services, Sunday 11 a.m. and 7 p.m. Sunday School 3 p.m. Prayer and social meeting, Wednesday, 8 p.m. Strangers welcome. C. B. Freeman, Pastor.

We still continue to do

The Outfitting Business

Of Edmonton and satisfy all who Outfit with us.

First of all we carry

The Right Kind of Goods.

Second, we take special care to pack them as they should be.

Third, OUR PRICES ARE RIGHT.

These are the three important things that must be right, and we are daily doing it to the satisfaction of all.

Our New Goods are now coming to hand, and judging from the immense stock in all lines required, we will be well prepared for the rush there is sure to be.

We have recently issued a Folder and Map called "The Yukon Trail. McDougall & Secord's Guide to the Gold fields. How to get there, What to Take, Where to get it." It contains a complete list of Supplies with price list, and a lot of valuable information, including a synopsis of the Mining Regulations. This is for free distribution, and we will be pleased to mail one or more copies to all who may apply.

McDougall & Secord,

WHOLESALE AND RETAIL OUTFITTING MERCHANTS,

EDMONTON,

ALBERTA.

NOTICE.

Is hereby given that Edmonton District Railway Company will apply to the Parliament of Canada at next session for the passing of an Act authorizing the said Company to extend its line of railway from the Athabasca river to the Peace river, and thence to the head waters of the Peace river and down the Peace river to its junction with the Yukon.

Dated this 31st day of January, A. D., 1898.

THE EDMONTON DISTRICT RAILWAY COY.,

Applicants.

NORTH OF SCOTLAND CANADIAN MORTGAGE CO.

On Improved Farm Property in Alberta.

OSLER, HAMMOND & NANTON,

C. S. LOTT, CALGARY.

District Agents for Alberta.

For application forms and information, call on

G. T. BRAGG, EDMONTON.

13-39

Fort Saskatchewan MILLING COMPANY.

BRANDS:

"Alberta Patent"

"Alberta Strong Bakers"

"Our Daily Bread"

"X X"

Wholesale Orders a Specialty.

Traders would do well to enquire for prices before purchasing elsewhere. Once used always used. More bread to the sack than any other flour manufactured in Alberta.

FORT SASKATCHEWAN AND STURGEON

MILLS.

Post Office—Fort Saskatchewan.

Merchants and Traders supplied from the

Wholesale Depot at Edmonton. All

brands in stock.

W. S. ROBERTSON, Agent

NOTICE.

We understand that flour has been offered for sale in unbranded sacks, and represent as the products of our mill, and we wish to warn the public that we will be responsible for neither the quantity or quality of any flour claimed to be our product unless in sacks branded with our trade mark.

FORT SASKATCHEWAN MILLING CO

AT STURGEON MILL

All kinds of lumber for sale. Best lumber a specialty. Call or write for prices.

Prudent People Protect their

Property by insuring in the

CANADIAN

FIRE INSURANCE COY.

W. J. RICHARDSON

LOCAL AGENT, EDMONTON.

D. R. FRASER'S

LUMBER

& FLOUR

Mills.

FLOUR AT A GREAT

REDUCTION.

A large and assorted stock

of Dry Lumber on hand which

has been lately augmented by the

purchase of Fraser & McKernan's stock.

British Columbia Fir and

Cedar Lumber, Shingles, Lath,

Mouldings and Casings, Doors

and Windows.

HAYMARKET.

Meals at all hours and lunch put up to order. Lodging in connection. Terms right.

R. MATZ,

North of McCauley's Stables.

NOTICE

Is hereby given that an application will be made to the Parliament of Canada at the next session thereof for an Act to incorporate a company to construct, operate and maintain tramways for the carriage of passengers, goods and boats over the route at Mile Canyon and White Horse rapids respectively, on the Peace river, N. W. T., and to collect tolls and to construct landing stages and do all things necessary and convenient for the carrying of passengers, goods and freight, and to operate the said tramways by electricity or steam or other motive power, as to the company may seem best and to take such use as much of the waters of the said river as may be necessary to generate the electricity required and to build all necessary dams, flumes and aqueducts, etc., etc.

BODWELL, IRVING & DUFF,

Solicitors for the Appl. Comrs.

Victoria, B. C., 8th December, A. D., 1897.

ALBERTA.

Meat and Packing

HOUSE.

Capacity 300 Hogs a day.

Pork Packer and dealer in all

kinds of Fresh and Cured Meats.

WHOLESALE AND RETAIL.

Special attention paid to Miners

Supplies.

Cold Storage and Packing House—East

Edmonton.

Office and Store—Jasper Ave., Edmonton.

C. GALLAGHER.

IMPERIAL BANK OF CANADA.

HEAD OFFICE, TORONTO, ONT.

Capital Paid Up, \$2,000,000.00

Reserve, \$1,200,000.00

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H. S. Howland, President. T. R. Merritt, Vice-Pres.

Wm. Ramsay, Cash. J. J. J. (St. Catharines)

Hugh Ryan, T. Sutherland, Manager.

D. B. Wilkie, General Manager. E. Hay, Inspector

BRANCHES IN THE NORTHWEST AND BRITISH COLUMBIA

Winnipeg, Man., C. S. Hoare, Manager.

Brandon, Man., N. G. Leslie, "

Portage la Prairie, Man., W. Bell, "

Calgary, Alberta, R. Morris, "

Prince Albert, Sask., B. Davidson, "

Edmonton, Alta., G. E. F. Kirkpatrick, Mgr.

South Edmonton, " "

Revelstoke, B. C., A. B. R. Hoare, "

Vancouver, B. C., A. J. Jones, "

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Essex, Ont., Fergus, Ont., Niagara Falls, Ont.

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Toronto Branches—Cor. Wellington St. & Leader Lane

Cor. Yonge and Queen Sts. Cor. Yonge and Bloor Sts.

Montreal.

AGENTS IN GREAT BRITAIN—Lloyd's Bank, Ltd.,

72 Lombard St., London, with whom money may

be deposited for transfer by letter or cable to any

of the above branches.

AGENTS IN UNITED STATES—New York, Bank

of Montreal and Bank of America; Buffalo, Bank

of Buffalo; Chicago, First National Bank; St.

Paul, Second National Bank; Boston, National

Bank of the Commonwealth; Detroit, Detroit

National Bank; Duluth, First National Bank;

Minneapolis, Northwestern National Bank; Phil-

adelphia, Farmers' and Merchants' National Bank;

San Francisco, Wells, Fargo & Co.'s Bank; Port-

land, Oregon, Wells, Fargo & Co.'s Bank.

EDMONTON BRANCH.

DRAFTS SOLD, available at all points "Canada,"

United States and Europe.

LETTERS OF CREDIT issued, available in any

part of the world.

SAVINGS BANK DEPARTMENT—Deposits of \$1

and upwards received and interest allowed.

DEBENTURES—Municipal and other Debentures

purchaseable.

GOLD AMALGAM purchased.

SPECIAL DEPOSIT RECEIPTS issued for prop-

erty and other securities, being payable without the usual

trouble of identification.

G. R. F. KIRKPATRICK, Manager.

Are you going to

Watch

for

J. Looby's

Harness

Advertisement

Next

Issue.

DAWSON CITY

in a YORK BOAT

CALL AND SEE A PERFECT MODEL

(Sails, Oars, Mast, Sweeps, etc. complete.)

GAIRDNER & HARRISON,

Yukon Bureau of Information,

Edmonton

YUKON BOUND.

The following parties arrived since Thursday and are purchasing their outfits here preparatory to starting overland:

Percy W. Johnston, Dubin; J. Watson, Chicago, Ill.; C. W. Cloud, Butte, Mont.
 F. E. Foster, Portage la Prairie.
 Thos. Waide, Chicago.
 C. Richardson, W. Taft, Chas. E. Earle, Michigan.
 Jos. Menelon, Fred Gaben, W. Hannan, F. T. White, Chas. McCarty, Chicago.
 N. B. Miller, Geo. Dougherty, Woonsocket, R. I.

The Huron party comprising Dr. Sloane, W. N. Grey, Angus McGregor, J. W. Snell, Clem Alexander, of Huron Co., Ont.; Fred Scheller, Alex. Neiligan, Hamilton.
 H. Baumgarten, P. Minder, H. Nordhof, New York.

E. A. Morse, M. D. Smith, H. E. Raymond, H. N. Raymond, A. P. Tonelli and wife, S. E. Hood, J. M. Favallini, E. H. Gendler, Chicago.

H. M. Roche, A. Case, Pasadena, Calif.
 W. C. H. Dunsing, Chicago.

Harry Peters, H. Naudin, W. Glimker, Geo. N. McGregor, Grand Forks.

T. Denhardt, Simcoe.

D. Ross, J. F. Hayden, P. E. Island.

Harry Pelus, G. M. Fiat, C. C. Bowen, A. E. Colosky, Grand Forks.

R. Crichton, F. W. Payzant, W. P. Borden, Halifax.

E. Booth, England.

P. Taylor, L. L. Mason, M. Fleming, C. Scholin, J. R. Smith, A. McCallough, B. F. Tomlinson, Philadelphia, Pa.

J. A. Parker and J. J. Poyd, Montana.

YUKON VALLEY PROSPECTING AND MINING CO.

This company, thirty-three strong, under the leadership of Capt. Willis, pulled out on Thursday for Peace river, en route to their ultimate destination the Pelly river. When last heard from they were eighteen miles out on the trail with everything working well.

The company is organized upon a half military, half joint stock company basis. Each of the expedition has a \$500 interest in it and the management is on a semi-military plan. Capt. Willis, who is an ex-military policeman, is general manager; Chas. Thomas, superintendent of surveys and construction; T. S. O'Brien, Supt. of mining; Wm. Luther, Supt. of transportation; Morris L. Willard, secretary of the company here; Paul R. T. Kusch, purser; A. Galbraith, purchasing agent; and J. M. Swigart, in charge of commissariat. All disputes are settled by a board of governors composed of five of the officers of the company. The started with 101 head of horses, 78 toboggans, three tons of chop feed and 200 bushels of oats. Their outfit is neatly packed on flat sleighs and everything numbered so that every sled has its load and every horse his sled. They are a company of practical men, with a good equipment and their mission should be a success.

METEOROLOGICAL.

The following temperatures are reported from the Dominion government observatory, Edmonton, for the dates given:

| | Max. | Min. |
|----------------|------|------|
| Monday, 14, | 15 | — |
| Tuesday, 15, | —3 | —10 |
| Wednesday, 16, | —3 | —20 |
| Thursday, 17, | — | —29 |

Barometer reduced to sea level 30.348.
 Snow fall 5 inches.

Apples

Just arrived at Lauder's Bakery a heated car of Winter Apples—Spys, Baldwin, Greenings and Kings. We will sell a limited quantity of the above by the barrel at \$7.00 per barrel delivered.

22 LAUDER'S BAKERY.



Better than Dawson City!
 MORE MEAT
 AT VANCE'S
 than the Klondyke.

Struck it rich in Beef, Pork, Mutton, Chickens, Geese, and Turkeys
 And all mixed up together in Sausages.

Terms as usual—to customers, cash in thirty days.

KLONDYKERS!

Get your Flat Sleighs and Transport Outfits at headquarters—the City Carriage Works—and save commission.

CITY CARRIAGE WORKS.

SLEIGHS! JUMPERS!

Flat Sleighs

150 Toboggans or Flat Sleighs on hand, also Jumpers and Sleighs, Horse and Dog Carriols, Etc.

J. WALTER,
 Upper Ferry Crossing.
 EDMONTON. ALBERTA.

"The Spirit of the Klondyke"

The new popular song by Max D. Major.

Hear it. Buy it. Sing it.

"For it brightens all the journey to that far distant land."

At Bossange's Bookstore, Edmonton.

G. H. L. Bossange

Bookseller and Stationer.

Complete assortment of Writing Material, Novels and Magazines; also Pipes, Playing Cards and Musical Instruments.

KLONDYKE LITERATURE.

OPPOSITE POST OFFICE, EDMONTON.

For the Klondyke!

Weekly Stage to Athabasca Landing.

On and after the 1st of March the Edmonton & Athabasca Stage & Freight Co. will run weekly trips from Edmonton to Athabasca Landing, making the trip in two days.

Passengers and freight booked at the Company's offices at either Edmonton or South Edmonton.

Full particulars on application at the Company's offices.

P. O. Box 136, South Edmonton.

COAL!

Of first class quality \$2.00 per ton delivered. Cash on delivery, no exceptions.

J. MILNER.

MACDONALD'S PHARMACY

The oldest established Drug House in the North.

We carry a full and complete stock of MEDICAL SUPPLIES

—AND—

SURGICAL DRESSINGS and make a specialty of outfitting for the Gold Fields. One of our MEDICINE CHESTS is an absolute necessity to every miner.

We buy in the Best Markets and Pay Cash and can give you the best possible prices.

D. W. MACDONALD

CHEMIST AND DRUGGIST.

East of Imperial Bank, Edmonton.

JOHN F. FORBES

ACCOUNTANT,

Customs and Real Estate Broker.

Advertising space in Jasper Hotel for rent. Office over Post Office, Edmonton.

Klondike Sled

With runners. Can be changed in three minutes into a FLAT SLEIGH.

Traineaus, Carts, Buggies.

Combined Sleighs and Carts made specially for the Yukon trail.

Boats of any style

MADE TO ORDER.

Wagons and all Transport Outfits for summer and winter travel.

CITY CARRIAGE WORKS, JOHN KELLY, PROPRIETOR.

TELEPHONE

Baldwin & Goodridge
 For first class Coal, \$2.00 per ton. No credit.

EDMONTON DYE WORKS

—F. Mayerhofer, PROPRIETOR.

Near Electric Light Works.

All orders promptly attended to and first-class work guaranteed.

Furs Furs Furs

Jos. Ullman & Co., of St. Paul, have recommended for buying for the coming season at their old stand.

THOS. HOURSTON, Representative.

TOWN LOTS

In the vicinity of Stations on the Calgary & Edmonton Railway

FOR SALE.

Apply to C. S. LOTT, Calgary.

H. WILSON, South Edmonton, or OSLER, HAMMOND & NANTON, Winnipeg.

ARCHITECTS.

EDMONTON & FLATER, Architects, draughtsmen and valuers OFFICE—Imperial Bank building.

W. S. EDMONTON, N. G. FLATER, Architects and Valuers.

DEGENDOERFER, ARCHITECT, CIVIL ENGINEER. Designs, specifications, Estimates, Valuations, Supervision of all kinds of Structures. Office—Helmick Block, opposite Post Office.

REBELLANBOUS.

FOR SALE.

One Scotch boiler 25 h. p. marine boiler and 20 h. p. Duplex engine. Can be seen at the Edmonton Flaming Mills.

PRINCIPAL WANTED.

Stating salary. First-class Professional certificate. Duties to teach English, Arithmetic, and Protestant Public School District, No. 7.

ST. GEO. JELLEY, Sec'y-Treas.

OST.

A lady's gold watch, with two small gold chains attached. Suitable reward will be given on returning same to Bellair's office.

WANTED.

A good general servant about first week in March. Apply to

MR. KIRKPATRICK, Imperial Bank.

WANTED.

A good tailor at once. Apply to

P. WAGNER, Edmonton.

WANTED.

Second hand boiler and engine, about 16-horse power. Apply to

F. C. BEAM, 315 62nd st., Chicago.

WANTED.

A good buttermaker from Wisconsin wants position in creamery in Alberta, Assiniboia or Manitoba. Address

B. H. NEWLAND, Box 102, Watertown, South Dakota, U. S. A.

WANTED.

Full five years old, Shorthorn; want to mutual exchange. Apply

HARRIS & SONS, Edina.

WANTED.

Teacher for the Stony Plain Public School, No. 322, holding first or second class certificate. Duties to commence about 15th March and to continue for 9 months. Apply, stating experience and salary expected, to the undersigned.

GEO. SUTHERLAND, Secretary.

TENDERS WANTED.

For the erection of the Glory Hills public school. Plans and specifications can be seen at the office of W. S. EDMONTON, Architect, Imperial Bank Block, on and after Monday, the 7th Feb'y, 1895.

OST.

One yearling steer, red, with some white. Indistinct brand on right shoulder. Finder will be rewarded on returning same to me.

H. W. EDMONTON, Sec. 16, Tp. 53, Rge. 22.

FOR SALE.

One Karm piano for \$200 cash, and one small six stop Karm Organ. Apply to

MRS. CANN, Edmonton.

TO RENT.

Mrs. Vercy's farm on Gravel's Flat. Ten acres of land with house and stable. Rental \$50 per year. Apply to Mrs. John McEachern, Leduc.

ESTRAY.

A band of 45 or 50 horses, all branded E. Lost about a month ago from Ego Lake (Manawask). A reward of \$2.00 per head will be paid for every horse returned to

FRANK BIRCHIE, Manawask.

MEDICAL.

H. C. WILSON, M. D. Temporary office at Dr. McLean's, Fraser Avenue. Office hours, 11 to 12 a. m. and 4.30 to 6 p. m. Residence, corner Hardy Avenue and Sixth Street. Consultation hours 1 to 2 and 7 to 8 p. m. Telephone at office and residence.

H. L. McINNIS, M. D., C. M. PHYSICIAN AND

H. ACCOUCHEUR. Office, Fraser Avenue, Edmonton.

F. A. BATHWATER, M. D. H. C. at Residence

Third street, south of N. E. B. Store. Telephone connections.

J. D. HARRISON, M. D., C. M. Special attention

to Eye and Ear. Office and residence corner Fifth street and Victoria Avenue, next door east of Land Office, Edmonton.

P. ATLEN, M. D., C. M. McGill University

Physician, Surgeon, Accoucheur, etc. Office and residence, Fort Saskatchewan, Alberta.

LEGAL.

BOWN & ROBERTSON, Barristers, etc., But

LAUREL BLOCK.

J. C. F. BOWEN. HARRY H. ROBERTSON.

W. M. SHORT, ADVOCATE, NOTARY, ET.

Office Cameron Block, Edmonton. Company and private funds to lend.

H. C. TAYLOR, M. A., LL. B.

Barrister, Advocate, Solicitor, Notary, etc., Office in Imperial Bank Block, Edmonton, Alberta, Canada.

BECK & EMERY, ADVOCATES, NOTARIES

B. & EMERY, ADVOCATES, NOTARIES

N. D. BECK, Q. C. E. C. EMERY.

Crown Prosecutors.

Company and private funds to lend.

P. L. McMAHON, Advocate, Notary, Etc. Office

over McLean's Block, Main St., Edmonton, N.W.T. Solicitor for La Banque Jacques Cartier.

NOTICE!

Unless the reverse of taxes as given below on account of quarter No. 16, to 53, Rge. 24, 4th meridian, are sooner paid the undersigned Treasurer of Turnip Lake School, No. 588, N. W. T., will proceed to sell the land for taxes and costs at the School House on Saturday, March 12th, at 10 o'clock a. m. sharp:

| |
|-----------------|
| 1894, 88 00 |
| 1895, 6 72 |
| 1896, 7 20 |
| 1897, 8 90 |
| Int., 2 76 |
| Total, \$102 70 |

E. DEAN, Edmonton P. O.

CHINESE.

RESTAURANT

Meals at all hours.

Next to Telegraph Office.

Edmonton Planing Mills.

Cedar Bath and Doors, Mouldings, Castings, etc. Window and Door Frames made to order. Also all kinds of Turned Work.

Kanashiki Lane for sale. A carload to arrive next week.

K. A. McLEOD, Proprietor.

Mill and office, corner Namayo Avenue

P. O. Box 175

Barley Wanted.

Highest cash market price paid for good Maltster Barley at the South Edmonton Brewery.

R. OCHSNEE.

HORSES TO BOARD.

I am prepared to board a limited number of horses in my corral in town on hay and water. Grain if required. Good attending. Horses taken in to break.

A. McNICOL, Imperial Bank Block, Edmonton.

COAL!

Good as the best, cheap as the cheapest.

Delivered to any place in town for cash.

Telephone

WM. HUMBERSTONE.

is only one day equal to blue ribbon "Red Label" and that is blue ribbon "Red Label".

La Banque Jacques Cartier,

JASPER AVENUE, EDMONTON.

POST OFFICE, SOUTH EDMONTON

J. E. LAURENCE, Manager

FOR SALE!

That desirable dwelling house situated on

College Avenue, Edmonton, immediately east of the public school, known as the

Ibbotson house. Fine long lot.

As the railroad is sure to pass through

Edmonton next summer, property will

double in value before spring. Buy now

before prices advance.

For particulars apply to

R. RITCHIE,

South Edmonton.

Sturgeon Coal

Quality unsurpassed, and the best on the market. Delivered in town \$2.50 per ton; at mine \$1.00. The Sturgeon Mines.

Cash on Delivery.

lapl FRANK SMITH, Manager.

Stock-Taking Sale

Great Slaughter of Winter

Goods.

Must make room for New Stock. For the

next thirty days we will offer our

Winter Goods at greatly reduced prices.

Call and inspect our Stock of Hardware

....TERMS CASH....

SHERA & CO.,

FORT SASKATCHEWAN.

Fresh Oysters

Arriving on every train.

In bulk and served in every

style

At Clarke's

Restaurant.

15 PER CENT.

Cash Discount Sale

To make room for new goods arriving almost every train, I will for the next fourteen days give a discount of 15 per cent. off all cash purchases of \$1.00 and upwards.

For Camp Stoves, Mining Supplies and general hardware requirements this is a rare chance. Don't miss it.

This Sale to close Saturday, Feb. 21st.

No middlemen's commissions.

JAS. A. STOVEL

Yukon Supply House.

PIANO TUNING.

Mr. Max D. Major, pianoforte tuner, is now at St. Albert. Mr. Major will stop at any of the towns between Edmonton and Calgary for two or three days.

Fine first-class second-hand Grand piano for sale at a great bargain for cash.

Telephone S. Moran

FOR COAL

At \$2.60 per ton. Cash on delivery.

S. MORAN, Edmonton.

NOTICE.

The Edmonton